

**From:** Nigel Greenhalgh <[REDACTED]>  
**Sent:** 05 June 2018 17:54  
**To:** [REDACTED]; [REDACTED]; Steve Evans (ECS); [REDACTED]  
**Cc:** [REDACTED]; Emma Blackham  
**Subject:** Notes from meeting to discuss the Bristol Parkway rail link.  
**Attachments:** NR SGC and BCC Minutes - Rail Links for Filton Arena - 31.05.2018 (DRAFT).doc  
**Categories:** Info

Dear All

Thank you all for attending this meeting last Thursday and I now attach brief notes with some actions.

I hope that you all found the meeting useful and I look forward to meeting up again soon, following a decision by BCC in relation to the possible Arena location.

In the meantime, please make sure that you progress your actions.

Regards  
Nigel

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<Brabazon Arena - Transport>



## MINUTES

Meeting	Date	Time	Location
Filton Arena – Rail Links	31 <sup>st</sup> May 2018	15.00	BCC Offices 100 Temple Street
Attendees			
Mark Langman (ML) – Network Rail – Regional Director Malcolm Parsons (MP) – Network Rail Steve Evans (SE) – SGC – Director Roger Gillingham (RG) – SGC – Transport Colin Skellett (CS) – YTL Andrew Billingham (AB) – YTL Arena Lead Dan Okey (DO) - GWR Nigel Greenhalgh (NG) – BCC - PM			
Apologies		CC	
Peter Mann – BCC Adam Crowther – BCC Andrew Davies - WECA Emma Blackham – SGC		Colin Molton – BCC	

Agenda Item	Discussion Points/Outcomes & Actions	Actions
1	<b>Introductions</b>  NG introduced Mark Langman, Regional director for NR in South West and thanked him for attending the meeting. Steve Evans confirmed that RG was attending as Emma Blackham is away.	
2	<b>Aim of the Meeting</b>  NG explained that the aim of this meeting is to review the suggested rail link from Filton North (Brabazon Central) to Bristol Parkway and then to discuss the overall transport solutions to service the [REDACTED] seat arena.  To get all parties to work together to agree the next steps required in relation to the rail link and to develop the transport solutions required to service the Arena.	
3	<b>Existing Infrastructure Projects</b>  A discussion took place in relation to the two existing infrastructure projects that are already planned and funded, up to the appropriate	

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	<p>Network Rail GRIP stage. The details and actions are listed below:</p> <p><b>Metrobus Extension:</b> This project is being managed by SGC and is funded to a level of £35m. However, SE confirmed that NR has just come back with a 100% cost increase on widening the Gypsy Patch Lane bridge.</p> <p>This dramatic cost increase makes the project unaffordable, as proposed, so SGC is now looking at alternative routes.</p> <p>There is a meeting between SGC and NR next week to discuss the cost increases.</p> <p><b>Metro West Phase 2 (MW2):</b> This project is also being managed by SGC and is funded to a level of £43m, at GRIP stage 1.</p> <p>SGC is waiting for NR's GRIP stage 2 cost estimate to be issued. ML to chase up the cost estimate which will hopefully support the existing level of funding.</p>	SE/ML  ML
<b>4 Proposed Infrastructure Projects</b>	<p>NG then explained that, as part of the Arena proposal, YTL has requested a passenger rail link between Filton North (Brabazon Central) and Bristol Parkway. This will serve the wider North Bristol area and also link Bristol Parkway, which could be either a park and ride or a station, depending on timing of the Arena events.</p> <p>BCC has commissioned a high-level desk top study for a rail link between Filton North (Brabazon Central) and Bristol Parkway. The estimated cost for a high-frequency service, more than 4 trains / hour, is about £53m.</p> <p>All agreed that this is a very high cost and it was suggested that the Do-Minimum solution should be researched and the capacity calculated.</p> <p>It was also agreed that, due to the short distance between Filton North (Brabazon Central) and Bristol Parkway, a footpath solution should also be researched.</p> <p>ML and MP highlighted the likely capacity issue at Bristol Parkway and this is to be included in the review of the Filton North (Brabazon Central) to Bristol Parkway passenger rail link.</p> <p>SE highlighted that the transport solutions should look at the value for money of the option and queried whether the Filton North (Brabazon Central) to Bristol Parkway rail link would be the best use of public monies.</p> <p>CS stated that the Filton North (Brabazon Central) to Bristol Parkway passenger rail is important to YTL and confirmed that the Do-Minimum solution should be further developed.</p>	

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	<p>Action – It was agreed that a pre-GRIP feasibility study should be carried out to look at the Do-Minimum proposal and the capacity issues, for the Filton North (Brabazon Central) to Bristol Parkway passenger rail link. MP to come back with a scope of work and cost for this piece of work and then funding and timing will be discussed and agreed.</p>	MP
5	<h3>Overall Transport Solution</h3>	
	<p>All agreed that the overall transport solution needs to be looked at as a series of options that when combined will be able to service the [REDACTED] seat arena. The options are listed below:</p> <ul style="list-style-type: none"> <li>• MW2</li> <li>• Metrobus Extension</li> <li>• Filton North (Brabazon Central) to Bristol Parkway rail link</li> <li>• Park and Ride sites with public transport links</li> <li>• Off-Site parking</li> <li>• On-Site parking</li> </ul> <p>The CH2M transport assessment was discussed and it was agreed that the percentage of people travelling by different modes of transport, to the Filton Arena, needs to be reviewed. At present the report shows only 1% of people travelling by train and this should be reviewed, based on the proposed solutions listed above.</p> <p>DO, GWR, confirmed that for the Exeter Chiefs rugby games, they move 1,200 people for each of their home games. This equates to about 10%.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
	<p>YTL confirmed that, to achieve these figures there must be alternative transport options in place and achieving this split would be dependent on the following:</p> <ul style="list-style-type: none"> <li>• The Metro West 2 and Metrobus Extension schemes being completed and operational</li> <li>• The rail link between Brabazon and Parkway being completed and operational</li> <li>• The rail and bus operators agreeing to put on extra services before and after the arena events</li> <li>• A number of Park and Ride sites being available and supported by the Bus and Rail operators</li> </ul>	

Agenda Item	Discussion Points/ Outcomes & Actions	Actions
	<p>Action – BCC / SGC / YTL / CH2M to sit down and agree the percentages of people that are likely to use different modes of transport.</p> <p>Action – Following agreement of the modal split, CH2M to put these percentages into the model and confirm the outcome in relation to junction movements, especially on the M5.</p>	NG  AC
6	<b>Delivery and Operational Programme</b>	
	<p>The programmed dates for the projects are as listed below:</p> <ul style="list-style-type: none"> <li>• MetroBus Extension complete and operational – Summer 2021</li> <li>• Metro West 2 complete and operational – Autumn 2021</li> <li>• Bristol Arena opening – Summer 2022</li> </ul> <p>However, there are still a number of unknown dates, as listed below:</p> <ul style="list-style-type: none"> <li>• The western road link to the A4018, from the Filton Airfield site</li> <li>• The possible dates when the new Park and Rides will be completed and operational</li> </ul> <p>The issue of upgrading the Bristol East rail junction, just outside Temple Meads, was discussed and it was suggested that it is not needed for MW2, but would be for any enhanced services.</p> <p>It was confirmed that the required funding, over £100,000, has been agreed by the Government and needs to be confirmed within the next 12 months.</p> <p><b>Action – NG to make sure a letter has been sent to the Secretary of State and Transport Minister, from both Mayors.</b></p>	NG
6	<b>Agreed points and assumptions:</b>	
	<p><b>Rail (MW2):</b></p> <ul style="list-style-type: none"> <li>• It was agreed to leave the existing MW2 design as an hourly service as this change would require a passing loop to be constructed and signalling changes</li> <li>• RG and MP confirmed that if the MW2 is altered it will delay the works by over one year</li> <li>• GWR has confirmed that it would be interested in and has the experience of putting on increased rail services prior to and after major events, subject to an agreed commercial position</li> </ul> <p><b>Action – YTL to make contact with GWR to discuss the commercial arrangements and any extra costs</b></p> <ul style="list-style-type: none"> <li>• YTL confirmed that it will be providing facilities for the increased passenger numbers on their Filton Airfield site and then letting them onto the station platform in a controlled way</li> </ul>	DO/AB

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	to board the trains	
	<p><b>MetroBus Extension</b></p> <ul style="list-style-type: none"> <li>First Group has confirmed that it would be interested in and has the experience of putting on increased bus services prior to and after major events, subject to an agreed commercial position</li> </ul> <p><b>Action – YTL to update the modal interchange hub on the Filton Airfield site to show Increased bus parking to service the arena events</b></p>	AB/JM
<b>7</b>	<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>The level of funding agreed for MW2 and Metrobus Extension to-date may not be adequate and costs may rise</li> <li>The completion and opening of the MW2 and Metrobus Extension may be delayed</li> <li>The agreed funding and programme to undertake the Bristol East rail Junction works may be delayed, which could affect increased rail services to the Arena. At present the plan is to complete these works by Autumn 2021</li> </ul>	
<b>8</b>	<p><b>Any Other Business</b></p> <p>All agreed that the transport solution should be looked at as slices of a cake, with each option contributing a portion. These will then be brought together to find the optimum solution to the transport requirements for the Arena.</p>	